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Dated: December 27, 2006

PATENT

Attorney docket No. 37182-19

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re: Application Ser. No. 10/719,314

Filed: 11/20/2003

Examiner: Anh V. La

Art Unit: 2636

RULE 132 DECLARATION OF ALLEN JACOBS

I, Allen Jacobs, hereby declare as follows.

I am the inventor named in this patent application and the vice president of engineering for Reno A & E, Reno, Nevada, the assignee of this patent application. My current responsibilities as vice president generally include overseeing long-range development goals and prioritization of projects for the engineering department of Reno A & E, and providing software and firmware developments for those traffic signal related products manufactured by the company. My specific engineering accomplishments while employed by Reno A & E include leading the company's engineering team during the development of the company's first Malfunction Management Unit (MMU) for NEMA based traffic control systems and a Conflict Monitor Unit (CMU) for Caltrans based traffic control systems.

I have more than 25 years practical experience in the field of traffic control equipment, and I am thoroughly familiar with the structure and function of traffic control signal conflict monitoring equipment used in the United States and Canada.

Since 1986, I have attended several certification programs in the field of traffic control systems.

My professional memberships include:

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Member of the Institute of Traffic Engineers (ITE) TENC 103-02 technical committee focusing on the potential use of existing loops at signalized intersections for traffic counts from 2005 to present.

Member of the National Transportation Communications for ITS Protocol (NTCIP) Traffic Sensor Systems (TSS) Workgroup from 2002 to present. This committee is responsible for developing a national communications protocol standard for transferring information between traffic sensing systems and traffic control equipment.

Member of the NEMA Advanced Traffic Controller Committee (ATC) – Cabinet Working Group in 2002. This working group is responsible for defining how all Advanced Traffic Controller equipment will physically interface with each other and all mechanical specifications for the ATC cabinet assembly.

Member of the Citizens Traffic Advisory Committee for the City of Reno, Nevada in 1999 to 2001. This committee is responsible for making recommendations to the Reno City Council on the impacts of building projects proposed to the City that may affect local traffic.

Member of the NEMA Advanced Traffic Controller Committee (ATC) – Detection Working Group from 2000 to 2002. This working group is responsible for defining how Advanced Traffic Controller equipment will interface with traffic detection equipment.

Member of the Transit Standards Consortium (TSC) – Transit Signal Priority Working Group in 1998. This working group is responsible for defining what is Transit Signal Priority and how it will function for the National Transportation Communication for ITS Protocol (NTCIP) standard.

Member of the Transit Communications Interface Protocols (TCIP) – Traffic Management Working Group in 1997. This working group was responsible for defining the data dictionary and messages to be used for transit traffic management centers communicating using the National Transportation Communication for ITS Protocol (NTCIP) standard.

Voting Member of National Electrical Manufacturers Association (NEMA) 2000 to 2003.

Member of the International Municipal Signal Association (IMSA) since 1985.

My other professional activities include:

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Guest speaker at the 1995 IMSA Northwest Section Conference. Topic: Transit Priority Preemption Systems.

Chairman of the Traconet Users Group Northwest since 1990 when it was founded until 1999. Editor of the quarterly newsletter.

Guest speaker at the 1992 IMSA Northwest Regional, Eastern Washington, and Western Washington Conferences. Topic: Use of Personal Computers in Traffic Signal Maintenance.

My complete resume is attached as Exhibit A.

I have reviewed the TS2-2003 and TS1-1989 specifications for technical information useful in understanding pedestrian timings, outputs, and monitoring. Attached as Exhibit B is my summary of pertinent sections of these two specifications, along with my explanation of the differences between Flashing Don't Walk conflict monitoring, which is my invention, and Flashing Green detection.

Before my invention, no traffic signal conflict monitoring equipment monitored the flashing DON'T WALK control signals for potential conflict with other traffic control signals.

I further declare that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true; and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under 18 U.S.C. 10011 and that such willful false statements may jeopardize the validity of the application or any patent issued thereon.

Dec 17, 2006
date

Allen Jacobs